SOUNDINGS IN FEET

18656

Formerly C&GS 5534, 1st Ed., Jan. 1983 (S-1945-648)

UNITED STATES - WEST COAST

CALIFORNIA

SUISUN BAY

Mercator Projection
Scale 1:40,000 at Lat. 38°07'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Nautical Miles
Yards

TIDAL INFORMATION

Place Name	(Lat/Long)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Crockett	(38°04'N/122°13'W)	5.6	5.0	0.5	-2.0
Benicia	(38°03'N/122°08'W)	5.1	4.6	0.6	-2.0
Port Chicago	(38°03'N/122°02'W)	4.7	4.2	0.6	-2.0
Suisun Slough Entrance	(38°08'N/122°04'W)	4.6	4.1	0.7	-2.0
Suisun City	(38°14'N/122°02'W)	5.0	4.5	0.7	-2.0
Montezuma Slough Collinsville	(38°11'N/121°59'W)	4.8	4.3	0.7	-2.0
Antioch	(38°01'N/121°4'W)	3.7	3.3	—	-2.0

(1286)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated)

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	Gp group	N nun	Ro rotating
Bn beacon	Iso isophase (E = e)	OBSC obscured	s seconds
C can	LT HO lighthouse	Oc occulting	SEC sector
DIA diaphone	M nautical mile	Q quick	St M statute mile
F fl equal interval (fixed)	m minutes	R red	VQ very quick
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	W white
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

Water characteristics

Bk boulders	Co coral	gy grey	Oys oysters
br broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
			Sh shells
			sy sticky

Miscellaneous

AUTH authorized	Obstn obstruction	PD position doubtful
ED existence (-ce/ty)	Pa position approximate	Rep reported

Sdn submerged

(1) Wreck, rock, obstruction, or shoal swept clean to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS International Regulations for Preventing Collisions at Sea, 1972

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Copies corresponding with regulations are available at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.
Refer to charted regulation section numbers.

NOTE B

The area within one hundred yards of the southern end of Mare Island and within 50 yards of any part of the berthing piers at the Navy Yard including pier 35 at the south end of Mare Island is a Prohibited Area 334.1100 (See Note A).

HORIZONTAL DATUM

The horizontal reference datum of the chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.29" southward and 1.87" westward to agree with this chart.

NOTE C

SOUTHERN PACIFIC BRIDGE

The clearance of the lift span is 70 feet above mean higher high water when down and 135 feet when raised. Horizontal clearance 291 feet.
Fixed red lights are shown to mark the piers supporting the spans that adjoin the lift span. A fixed green light is shown to mark the middle of each of these spans. Flashing red lights are shown from the top of the middle of these spans and from the top of the northern lift tower.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on observed run (in any unit) and the other on minutes run. Without changing dividers spread, place right point on 60 and left point will then indicate speed in knots per hour. Example: with 4.2 nautical miles run in 15 minutes, the speed is 16.8 knots.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Redwood City, CA	KHB-40	162.55 MHz
Sacramento, CA	KEC-57	162.40MHz

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA nautical charts are constructed to exacting standards and are designed to promote safe navigation. Since our waterways are subject to continual change, the National Ocean Service encourages chart use, to submit corrections or comments for the improvement of this product to the Director, Charting and Geodetic Services (N/CG22), National Ocean Service, NOAA, Rockville, Maryland 20852. By working together, we can make our activities safer and more enjoyable.

Thomas J. Maginnis
Assistant Administrator for Ocean Services
and Coastal Zone Management

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district for the data shown in this lower left-hand corner.

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUISUN BAY

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APRIL 1986

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
	LEFT OUTER QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTER QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
SUISUN PT. REACH	42.0	44.0	45.1	4-88	350	0.8	35
BULLS HEAD CHANNEL	36.5	34.6	33.5	4-88	350-300	1.0	35
EAST BULLS HEAD CHANNEL	30.5	30.9	32.7	4-88	300	1.1	35
PT. EDITH CROSSING RANGE	28.5	29.8	31.5	4-88	300	0.5	30
PRESTON PT. REACH	29.1	34.4	37.3	4-88	150	0.8	35
RUSH CREEK REACH	31.1	34.6	37.9	4-88	300	1.1	35
PORT CHICAGO REACH	33.8	36.1	37.8	4-88	350	0.50	35
MIDDLE GROUND CHANNEL							
WEST REACH	35.5	36.0	36.2	4-88	300	1.35	35
EAST REACH	30.5	31.1	33.4	4-88	350	1.05	30
NEW YORK SLOUGH							
WEST REACH	30.8	30.1	32.5	3.3-88	400	1.3	35
EAST REACH	31.5	32.0	32.5	10-87	400	1.7	35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

PRODUCED BY TRIANGTEST ASSISTED METHODS

SACRAMENTO RIVER
DEEP WATER SHIP CHANNEL

(See note A)

Controlling depth was 25.0 feet from the channel entrance (38°02'50"N., 121°51'05"W.) to Lt. "49", thence 30 feet to Lt. "52" except for shoaling to 24.8 feet in the right outside quarter of the widener at Minor Slough, thence 29.0 feet to Lt. "66" except for shoaling to 25.4 feet in the left outside quarter, thence 29.3 feet to Lt. "70" except for shoaling to 24.2 feet in the right outside quarter, thence 29.0 feet to Lt. "86" and 28 feet in the turning basin at West Sacramento.

Nov. 1963-Oct. 1986

NOTE D
CAUTION

Mariners are warned that numerous unchorted piles, snags, pumps, and pipes, some submerged, may exist along the edges of the waterway.

CAUTION

Only marine radiobeacons have been established for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station descriptions are shown thus:
(Accurate location); (Approximate location)

The Sacramento River Deep Water Ship Channel lights are equipped with radar reflectors.

SOUNDINGS IN FEET

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FEET	0	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120
METERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

(Suisun Bay)
SOUNDINGS IN FEET - SCALE 1:40,000

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